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The Daily Press.

HONGKONG, JULY 10TH, 1908

A WEEK ago the Hon. Mr. MURRAY STEWART, who represents the Chamber of Commerce in the Legislative Council of the Colony, incidentally emphasised in a speech that "Hongkong is a wharf" and that its other functions—as a warehouse, a mart and distributing centre—are secondary. That this is a correct view of the Colony's position few will be prepared to question. It is strongly emphasised in the answer returned by the Shipping Firms to the Memorandum prepared by H. E. the GOVERNOR, in justification of the Government's proposal to temporarily raise the light dues in order to provide the necessary revenue for the construction of an extremely costly Typhoon Harbour of Refuge. While it is perfectly true, as His Excellency states, that there is no point which has been more strongly emphasised by the representatives of the Community in the Council than that the construction of the refuge should be pushed on with the utmost rapidity, yet it can certainly be said that they have never contemplated a scheme half as costly as the one just announced. The scheme the Government contemplates for a harbour of refuge will cost over a million and a half of dollars, and after reconsidering the matter with a view to bringing the cost of the works within more moderate limits he has worked out a scheme costing \$893,000. He points out, however, that this reduced scheme has many obvious objections, and he declares emphatically that "nothing but a complete breakwater would be of any use." The Shipping Firms however, declare that

there are various objections to the site; that there is no apparent necessity for so large a scheme; and that it is no more accessible than the present refuge. But does the Government propose to do away with the Causeway Bay shelter? We have never understood the demand as being for a single shelter at one end of the harbour, but, rather, for one at each end. There is force in the argument as to the inaccessibility of the proposed refuge if it is intended that the boats working in the Eastern end of the harbour will have to run for shelter to Mongkoktsui instead of to Causeway Bay. It would be a serious mistake to contemplate the closing of the present shelter. The reasons the Shipping Firms have urged against the new scheme are, as they point out, all in favour of first improving the Causeway Bay site, and it is satisfactory to observe that since the Shipping Firms called attention to the present disgraceful condition of the place the Government has paid some attention to the complaint and called for tenders for dredging the shelter. When we come to calmly reflect on the great typhoon of 1906 we fear the statement must be admitted that "for a typhoon, unsignalled, as in 1906, no refuge of any size or description or situation would be of any avail" and if it be admitted also that "lighters and large junks can ride at anchor as they have always done, and small craft can be well accommodated at Causeway Bay in ordinary typhoons," we practically deny that any necessity exists for another or even a larger shelter. It is late in the day to give expression to such views as these, but coming as they do from the representatives of the British shipping firms in the Colony, the Government must give them their due weight.

The Shipping interests would naturally be expected to protest against being burdened with the cost of a new shelter in the manner proposed by the Government. It is not, however, a selfish protest. The ground on which they make their protest demands the most serious consideration of the Government and the Community generally, for the proposals of the Government strike fatally at the policy to which Hongkong has owed its development. "The satisfactory development of our prosperity" declared Sir John Bowring when he was Governor of the Colony, "is mainly due to the emancipation of all shipping and trade from fiscal vexations and exactions." Well may the Government be warned to tread cautiously in the direction of this policy, if it is not the Shipping Companies who would in the end bear the burden. As they point out, they can always "even up" on rates, so that ultimately all additional taxation is met by consumers.

The difference of even half a cent per picul might mean that transhipment of thousands of tons of cargo would be diverted from Hongkong and delivered direct to Manila, Shanghai, Canton and elsewhere. The Shipping Companies can view such a transfer of trade with equanimity, because they can deliver and collect cargo in Manila or Shanghai or elsewhere with equal facility, but the Hongkong Government would realise, when perhaps it was too late, that they had driven trade into the hands of a competing port, willing and anxious to secure the trade.

Hongkong will have no reason to fear its rivals so long as the traditional policy of the Government is maintained, but we cannot fail to recognise that Hongkong stands in greater peril to-day from any increase in the taxation of shipping than at any previous time in the history of the Colony. The Port of Manila, by its freedom from tonnage and light dues and its improved harbour accommodation, has already developed at the expense of Hongkong trade, and unless the Government heads the emphatic advice of the leading representatives of the shipping interests in the Colony, we may rely on hearing more of the development of Manila and other neighbouring ports, and of the consequent loss of trade to Hongkong.

Mr. B. C. Burgess has joined the Volunteers and Sapper A. H. Todd is permitted to resign on leaving the Colony.

It is gratifying to note that the plague returns continue low. During the 24 hours ended yesterday five cases were reported, all fatal.

The plague at Saigon has carried off a European victim there, M. Champoudry, a clerk in the Government service. He is the first European to die of plague at that port.

Mr. W. G. Goulet, Inspector of Police in the employ of the Singapore Municipality, was shot dead while standing in the verandah of his house at Kim Seng Place, a lane off Bras Basah Road last week.

A Committee of the Portuguese Chamber of Deputies has recently examined the Treaty of Commerce and Navigation concluded between Portugal and China at Shanghai on November 11, 1804; but beyond this no statement is published.

A shoot for the Rifle Club Handicap Cup will be held at King's Park Range on Saturday, 18th inst.

James Thomson, a seaman, was charged at the Magistrate's yesterday with deserting from the s.s. "Lord Stanley." He pleaded that he had no intention of deserting but got drunk and failed to return in time to the ship which sailed on Wednesday night. He was sentenced to fourteen days' imprisonment.

Among the passengers by the s.s. "Marmora" yesterday was Lieut. Francisco Figueira, his wife and two children. Lieut. Figueira is en route to Macao. He will be remembered as the orderly officer who was driving with the late King Carlos when His Majesty was assassinated, and was afterwards presented by the Queen with the sword which the King wore at the time of his death.

The Second Chamber of the Dutch Parliament has just passed a law to naturalise two prominent Chinese residents at Batavia—a favour seldom granted. Objection arose on the ground that, by Chinese law, Chinamen retain their nationality despite any naturalisation in a foreign land. Mr. Van Kol, a Socialist, raised the point, but without success, that the Dutch Government should previously make inquiries how the naturalisation given stood in Chinese law. Mr. Van Kol pressed the matter to a division.

The recapture of Hekow by the Imperialists from the rebels in Yunnan has, says the "Straits Times," been followed by a revival of trade, which had been at a standstill from the moment the revolutionists held that city in force. Goods intended for the provinces remained at Haiphong, and Chinese carriers refused to run risks. The Railway Company has taken advantage of this change for the better for opening another station on the frontier. Traders at Haiphong lost no time in forwarding their stocks into Yunnan.

The original action, Leung Lai-wan and others v. Reuter, Brockelmann and Co., reached the eighth day of hearing yesterday when evidence was proceeded with. There is a congestion of work just now at the Supreme Court, and in order to gain time for the hearing of the cases set down His Honour the Chief Justice announced that he had arranged with the Puisne Judge to take the Criminal Sessions. On Tuesday or Wednesday next he would be able to make definite arrangements regarding the hearing of the cases pending.

The stream of Chinese from the Rand to China continues to flow, and 2,359 were repatriated in May. The following figures are given by the *Westminster Gazette*:

Total number of Chinese imported, 63,453
Largest number on any one date
(January 31, 1907) ... 53,853
Number on May 31, 1908 ... 21,687
Reduction since January 31, 1907 ... 32,119

The calculation made some time since was, that by the end of the year there would not be more than 20,000 Chinese left, and it looks as if this calculation would certainly be correct. "Where is Dr. Sven-Hedin?" A Paris correspondent, asking this question, says that some unbusiness is being felt concerning Dr. Sven-Hedin, the explorer. On October 7 last, he sent a message from Gartov in Upper Tibet, and on December 27 he announced in a dispatch which came through Calcutta his intention of making his way through Ladak to the oasis of Chotai, whence he would return in the spring either by way of Peking or India. He was then writing to his parents, and informed them that they should hear from him within four months. Six months have elapsed without word from the intrepid explorer.

In the Times of the 12th ultimo there is a Hongkong telegram announcing the Canton Viceroy's consent to the payment of an indemnity of \$218,000 for the seizure of the "Tatsu-maru." Many old China hands must have rubbed their eyes when they saw the English equivalent of this sum stated as \$23,600. Let us hope that somebody has informed the *Times* that its "Table of Foreign Monies and their English Equivalent" is very much out of date. The Editor of "Whittaker's Almanac," which is generally a very reliable book of reference—should also be informed that it is quite fifty years since ten Mexican dollars were worth £2 0s 6d.

An exciting time was experienced in the Praya East Hotel on Wednesday night. The No. 1 bar boy heard a noise upstairs and on going up found four men in the room, having dropped through the skylight. He dispatched another boy for the proprietor and closed the intruders in the room; where they were detained until the arrival of the police. They were brought before Mr. Kemp at the Magistrate's yesterday, to whom they explained their presence in the hotel by the fact that they were in a gambling party on the roof and some one raised the alarm that the police were coming. In their panic to get out of the way they dropped through the skylight into the kitchen of the hotel. His Worship ordered them to pay the damage, three dollars.

Captain Townsend, of the Nippon Yusen Kaisha, some time ago had to return to England, having been attacked by a stroke of paralysis. Private letters have reached Japan that the vessel proved fatal. Captain Townsend proceeded to Europe from Yokohama and met his wife at Marseilles, travelled to England, and stayed for a few weeks at Westward Ho. On his return to his home at Streatham at the beginning of May, he had another stroke while lying in his bed and died a few hours afterwards. His eldest son, who had been abroad and had not seen his father for some years, arrived at his home just an hour or so before his father died. The late Captain Townsend was of the Japan Chronicle remarks, was of a somewhat retiring disposition, but was a man of an exceedingly kindly disposition and of sterling qualities.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

NAVAL DISSENSIONS.

LONDON, July 9th.

Replying to a question in the House of Commons Mr. Asquith, the Premier, said he was unaware of the existence of any dissensions in the Navy. If, upon inquiry, they were found to exist, he promised prompt and effective action.

SHIPPING WAR RISKS.

LONDON, July 9th.

The committee which has been investigating the subject has reported against a guarantee of war risks to shipping.

THE AMERICAN FLEET.

LONDON, July 9th.

The American Fleet has left San Francisco for the East.

OBITUARY.

LONDON, July 9th.

Baron Archibald Campbell Blythswood is dead, aged 71 years.

Baron Blythswood was M.P. for Renfrewshire 1878-74; for the western division of the same shire from 1885-92. He was a Lieutenant-Colonel in the Scots Guards, served in the Crimea and has been Lieutenant Colonel of the 4th battalion Argyll and Sutherland Highlanders since 1878. He was also A.D.C. to Queen Victoria.

[REUTERS' SERVICE.]

AEROPLANE CONTEST.

LONDON, July 7th.

The aeroplanists Farman and Bleriot competed in Paris for a prize of ten thousand francs for the first aeroplanes flying for a quarter of an hour. Mr. Farman flew for twenty minutes covering eleven miles.

THE NAVAL DISSENSIONS.

LONDON, July 7th.

The naval dissensions are the general theme of the newspapers whose comments are of the most free description. Some urge the supersession of Admiral Lord Charles Beresford, failing his resignation, while others denounce the anti-Beresford intrigue by little navies.

There are rumours in the Lobby that the Admiralty contemplates a decisive step regarding the strained relations existing between Lord Charles Beresford and the naval authorities.

PARAGUAY.

LONDON, July 7th.

Doctor Naveiro, late Vice-President of the Republic of Paraguay, has been proclaimed President, with practically the powers of a dictator. The causes and details of the revolution are obscure.

PERSIA.

LONDON, July 7th.

The *Times*' Tehran correspondent wires that Russia strongly supports the British demand for reparation on account of the disrespect shown to the British Legation, and for which the Shah has already made a substantial apology.

Sir Edward Grey, replying to a question by Mr. Dillon in the House of Commons, said that he had protested against the placing of troops around the Legation at Teheran, and he hoped that the matter would be satisfactorily adjusted but it was not yet concluded.

CHOLERA AT CANTON.

Our Canton Correspondent writes:—

Cholera broke out in the southern and eastern suburbs of the city a few days ago, and I am informed that it is spreading rapidly all over the city and many deaths have occurred. Quite a number of soldiers have contracted the disease and succumbed to it. It is said that the disease is of an acute nature and is difficult to cure. The military department are taking precautions to cope with the deadly epidemic. A temporary makeshift hospital has been erected for the treatment of the soldiers and special doctors were engaged to attend at the hospital and the barracks. Many of the barracks have been cleaned and disinfected. Prescriptions which have been proved to be effective are being distributed in the streets and published in the newspapers.

THE FLOOD.

The committee of the Flood Fund Bazaar beg to acknowledge with thanks the following further gifts and donations:—
The Electric Traction Company of Hongkong Limited, 50 Electric fans (each electric current free).

Mohadeo's String Band, from 1.30 p.m. daily perform free of charges.
Phillipino Co. Ltd., 1 large case Cigars (167 boxes) 1 large case Cigarettes (1500 pkts.)

Messrs. Weissmann Ltd., 100 pkts. Chocolates (more if required).
It alian Convent—Assortment of needlework, Cras, Bato and Company—Large assortment of miscellaneous articles.

Mr. A. Wiell, 12 flower ornaments.
Bellicio School for Girls—Large assortment of embroideries, toys, picture books, confectionery etc., to the value of \$260.

Messrs. Lane Crawford & Co.—168 tins biscuits, 72 tins soap, 24 tins salmon, 24 bottles sweets, 60 small mirrors and combs.

The Bazaar is to be open for seven days and nights. There are to be "three admissions daily," viz. 2.30 p.m. to 5 p.m.; 7 to 10 p.m., and 11 p.m. to 2 a.m. A charge of 50 cents is to be made for admission and an additional 40 cents for the theatre.

The "Straits Times" commenting on Hongkong's activity in rendering assistance to the sufferers by the flood says:—

Never before has it been known that the unanimity and spontaneity of action have been as general as are on the present occasion, when pity-differences are sunk in the common cause of alleviating the sufferings and pangs of hunger of several tens of thousands of fellow creatures. Within a few hours the Tung Wah Hospital of Hongkong subscribed \$10,000 and prominent Chinese gentlemen collected and remitted another \$20,000. Allied, as Hongkong is in affinity and commerce with the millions of Kwangtung, it but slightly estranged from the inhabitants of Kwangtung, the response of the Chinese residents in the Colony to the appeal for help was natural, and it is a gracious act on the part of the Government to come forward with further assistance. It will go far towards tiding the peasants over their present difficulties, and may avert a recrudescence of crime in the two Kwang provinces, which usually follows disaster, and affects the commercial interests of Hongkong.

The "Straits Echo" says that a sum of \$5,000 has been wired to Hongkong for the Canton Flood Relief Fund by the Cantonese Merchants at Penang, and that a further sum of \$10,000 has been contributed by Mr. Leung Fee for the same purpose.

MARINE MAGISTRATE'S COURT.

Thursday, July 9th.

BEFORE HON. COMMANDER BASIL R. H. TAYLOR, R.N. (MARINE MAGISTRATE).

UNLAWFUL CARGO BOAT.
For using her sloop as a cargo boat without a licence, *The "Ying" (sloop)* was fined \$5, the alternative being 14 days' imprisonment.

TRIOUBLE ABOUT A "YULO."
At the instance of Lincos-Bergeant Sutton, Lai Tai, a boatwoman, was prosecuted for failing to keep the "yulo" (oar) of her boat out of the water and rigged so as not to project outboard whilst alongside the s.s. "Phaenpenn."

Defendant pleaded guilty and was ordered to pay a fine of \$2, in default seven days' goal.

DUMPING COAL.

The masters of two fishing boats were proceeded against for unlawfully throwing into the harbour a quantity of coal to prevent seizure or discovery, and using their fishing boats other than for the purpose of fishing.

Lau Fat informed the Court that on the 8th inst. he saw defendant's boats lying alongside steamers at Wanchoi. When they saw him approaching they shoved off and pulled away. He gave chase and saw them throw twine bags of coal overboard.

Both defendants denied this story, the second alleging that he got some coal dust in his shirt and emptied it into his basket.

Each defendant was fined \$1 or seven days' imprisonment.

WATER POLO.

At the V.R.C. yesterday afternoon two games of water polo in connection with the first round of the competition were witnessed by a large crowd of spectators. One game was between the 83rd Co. R.G.A. and the Corinthian Yacht Club. It ended in an easy win for the latter team by twelve goals to nil.

The second match between the 83rd Co. R.G.A. and H.M.S. "Tamar" proved more exciting, and after some fast play resulted in the Naval team's favour by four goals to one.

The last fixture in the first round of the shield competition will be played at the V.R.C. to-morrow afternoon, the opposing teams being the Royal Engineers and the Yacht Club.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 9th at 11.55 a.m.—The barometer has risen in Tungking, and fallen over N. China and Japan.

A depression moving Eastwards, has passed from Shanghai to the Yellow Sea.
Pressure much higher to the E. of Japan, and it is considerably above the normal all over the N. part of the China Sea.

Moderate E.W. winds may be expected in the North China Sea, and light S.W. winds over the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood.	S.W. or variable winds, light; fine.
Formosa Channel.	S.W. winds, moderate.
South coast of China between Hongkong and Lamook.	S.W. as No. 1.
South coast of China between Hongkong and Hainan.	S.W. as No. 1.

NOTES FROM THE NORTH.

TIENTSIN, 20th June.

CHANGE AT THE CUSTOMS.

Tientsin is about to lose its Commissioner of Customs, Mr. H. F. Merrill. Mr. Merrill, who is an American, joined the I.M.C. in 1874, and was made Commissioner in 1887. Before coming to Tientsin in the spring of 1906 in succession to Mr. Dering, he was Commissioner at Ningpo. Mr. and Mrs. Merrill and their daughter have been very prominent and popular socially in Tientsin, and their loss will be greatly felt.

Mr. Merrill is being lent by the acting Inspector-General to the Chinese Government for special service in America. He will not leave the Customs. The new appointment has been made in the following circumstances. Mr. Bagdadi, the U. S. Consul-General in Tientsin has just gone on promotion to St. Petersburg. Mr. Williams, of the U. S. Legation in Peking, has succeeded Mr. Bagdadi in Tientsin, and Dr. Tenney, formerly president of the Peking University, Tientsin, and lately appointed to the charge of a Chinese educational mission to the United States, succeeds Mr. Williams in Peking. Mr. Merrill is now to be sent to America to take charge of the Chinese students there in place of Dr. Tenney.

Mr. Merrill is succeeded in the Tientsin Commissionership by Mr. C. L. Simpson, who is at present Commissioner at Ningpo. Mr. Simpson, who has one son in the I.M.C. and had two, is the oldest Commissioner in the service with the exception of Sir Robert Hart who joined two years before he did. One of Mr. Simpson's sons used to be in the Customs head office in Peking, and now residing in the capital is perhaps better known to the world as "Putnam Wells" the author of four or five very successful books on Far Eastern politics.

Referring again to Reuter's telegram about the appointment of Sir Walter Hillier as advisor to the Chinese Government, one of the Peking rumours in circulation is to the effect that Sir Walter has come out in connection with the Chinese Engineering and Mining Co., and another report confirms this and adds the particulars that he has come out to give authoritative meanings of Chinese documents.

THE C. E. AND M. CO.

The Agent and Manager in China of the Chinese Engineering and Mining Co., is, as many of your readers must know, Major Nathan, brother of the late Governor of Hongkong. He is an able business man and a diplomatist, but he has here a difficult, if not an impossible task. He has to satisfy his directors, and he has to get on smoothly with the Chinese authorities. The latter have their own view of the result of the big law case which Chia-Yen-Mou lost in London three years ago. Since then there have been continual negotiations, but these have not had mutually satisfactory results. The Chinese are dissatisfied, and can make things very unpleasant for the Mining Co. The latter has been doing its best to make its position strong. It has been going into the matter of title deeds, &c., creating new ones when these were found to be defective. Now, however, there are rumours that a settlement is about to be effected. But apparently it is still to be negotiated, and the interests of the European and Chinese parties concerned are so diverse that it would be rash to anticipate a successful outcome.

Of course in any such negotiations the interpretation of documents would be an important feature, and there is considerable variety of opinion in the report that it is for this purpose that Sir Walter has come out to China.

THE FUKUKEN RAILWAY QUESTION.

British companies and corporations naturally have to look after their own interests, which are mainly financial and selfish, but it cannot be said that in so doing some of them are conducing to the political or moral influence of Great Britain in the Far East. Take the Fukukien Railway question, which is now one of the chief points in dispute between the Chinese and Japanese Governments. In this case the contract for the construction of the railway was secured by a British firm, and every Briton must consider that a cause for congratulation. But few Britons, probably, can approve the tactics pursued by the disappointed British firm to meet their own ends. Apparently no abuse can be too strong and no tale too cruel for the Japanese unless they give way and permit the British firm to build a railway obviously meant to compete with their own South Manchurian Railway. I have the best of reasons for believing that the Japanese Government will deal fairly in the matter. Baron Hayashi, the late Japanese Minister to China, has left Peking and Mr. Ijima, his successor, has not yet arrived from Tokyo, where he is now staying on his return from London. When Mr. Ijima arrives the question should be settled, for he is a man who understands the Chinese even better than Baron Hayashi and is more of a *persona grata* to them; he is indeed *persona grata*. I have very high authority indeed for saying that all the Chinese Government have to do is to bring satisfactory evidence that the Fukukien Railway will not compete with or injuriously affect the South Manchurian Railway and the difficulty will be at an end. So far the Chinese have not done this—have not seriously attempted to do it. Of course this is very unfortunate for the British firm that has made the contract with the Chinese Government. But there is no sufficient reason for the said British firm trying to raise an anti-Japanese campaign in the British press.

More than 100 Chinamen who are employed in Liverpool laundries took part in a picnic last month at New Brighton. A hostile demonstration was made against them by Liverpool laundry women, who complain that they are ruining the laundry trade by under-cutting.

NOTICES.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not accompanied by a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic address: Press. Codes: A.B.C., 5th Rd. Libor's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

AGENT WANTED by German Painting and Shaving Brush Manufactory in a large way, one with established connection amongst Oil and Coloursmen. Wholesale Druggists and Hardware Merchants preferred. Write stating European references.

Box 3270, WILLING'S, 125, Strand, London, England.

1652

BEKANNTMACHUNG.

IM hiesigen Handelsregister Abt. A, Bd. I, ist heute unter Nummer 8 zu der offenen Handelsgesellschaft

ARNHOLD, KARBERG & CO.

eingetragenen worden.

Edmund Lüders in Nutschwang leit Prökura erteilt word.

KAISERLICH DEUTSCHES KONSULAT.

Canton, den 8. Juli, 1908. 1653

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

On MONDAY and TUESDAY, the 13th and 14th July, 1908, at 4.30 P.M., each day at their Sales Rooms, No. 8, Des Vaux Road, corner of Lee House Street,

A VALUABLE COLLECTION OF POSTAGE STAMPS.

Comprising—

SIAM 20-TICALS (very rare), BRITISH COLONIALS, CHINA, LABUAN, BORNEO, MACAO, GERMANY and GERMAN EAST AFRICA, PORTUGAL, SOUTH AFRICA, ROMANIAN REPUBLIC, PERU, UNITED STATES, &c., &c., &c. (In Lots to suit purchasers).

Catalogues will be issued. Terms—As Usual.

HUGHES & HUGHES, Auctioneers.

Hongkong, 10th July, 1908. 1654

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"MARMORA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at DES Vaux in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. Himalaya.

From Australia ex s.s. Britannia.

From Calcutta, ex s.s. Palawan.

From Persian Gulf ex B. I. S. N. & B. P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 8 hours.

Goods not cleared by the 15th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 9th July, 1908. 1

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO, AND SINGAPORE.

THE Company's Steamship

"SANUKI MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Goods not cleared by the 16th July, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 9th July, 1908. 1655

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中甲子十五

1918, BEING FROM THE 1st YEAR OF THE "WU CHU" TO THE 10TH YEAR OF THE 7TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 30TH YEAR OF KWONG SUI.

PRICE \$2 CASH

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the Season will be held at Happy Valley, TOMORROW (SATURDAY), 11th July, 1908, commencing at 4 P.M.

The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey or Gymkhana Club.

Soldiers and Sailors in Uniform, Half Price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER,

Hon. Secretary and Treasurer.

Hongkong 8th July, 1908. 1648

NOTICE.

DRAPERY GOODS

CHEAP SALE

Apply to—

No. 51 and 53, WELLINGTON STREET.

DART LOONG.

Hongkong, 7th July, 1908. 1641

NOTICE.

TENDERS are invited for the supply of 50,000 TONQUIN HARDWOOD SLEEPERS named "LIMKONG." Size—8 ft. by 9 in. by 5 1/2 in. 10,000 to be delivered in two months after the acceptance of tender and 10,000 each in the following months, viz. Wangsha Railway Wharf.

Tenders, to be in Hongkong currency, must be accompanied by \$1,000.00 and will be opened at Railway Head Office on the 21st of July at 2 P.M. Sample sleepers must be submitted to the Engineer-in-Chief's Office at least 10 days before the opening of tenders. The Company is not bound to accept the lowest or any tender.

YUET-HAN RAILWAY CO., LTD.

Canton, 26th June, 1908. 1603

THE FLOOD FUND BAZAAR.

To be held at KENNEDY TOWN From JULY 10TH to 16TH, from 2 P.M. to 2 A.M.

GIFTS FROM EUROPEAN LADIES

AND GENTLEMEN for Sale at the BAZAAR are Solicited and will be highly appreciated.

All Gifts to be forwarded to the Chairman, Mr. FUNG WA CHUN, or to Mr. HO KONG TONG the Vice-Chairman, or to the following Members of the Committee, which comprises altogether One Hundred and Eighty Ladies and Gentlemen.

HON. WEI A YUK, C.M.G.

LAU CHU PAK.

CHAN KANG YU.

LAI KWAI PUI.

TAM HOK PO.

CHAU SIU KI.

WONG LAI CHUEN.

TAM TSE KONG.

LEUNG PUI CHI.

YUN YAN TSUN.

Hongkong, 6th July, 1908. 1641

WEST RIVER FLOODS.

WE the Foreign Goods Dealers and Merchants beg to appeal to the Public for Pecuniary Assistance, and co-operation in the immediate relief of the sufferers from the calamitous inundations caused by the recent rains throughout the Valleys of the North, East and West Rivers.

Any Subscriptions towards this charitable object will be gratefully received and be used at once for buying Food to be immediately sent up to the flooded districts.

PO FUK TONG,

Hongkong Foreign Goods Dealers Guild.

NAMES OF SUBSCRIBERS SUBSCRIPTIONS.

Jensen & Co. ... 300

Meyer & Co. ... 100

Ferd. Bornemann ... 50

Holland China Trading Co. ... 100

Wm. Meyerink & Co. ... 100

Alex. Ross & Co. ... 50

China Export Import & Co. ... 100

Schmidt & Co. ... 100

Carlowitz & Co. ... 100

Slanssen & Co. ... 100

Wendt & Co. ... 200

Grossmann & Co. ... 100

Sander, Wieler & Co. ... 100

Reuter, Brockelmann & Co. ... 100

Harry Wicking & Co. ... 50

F. Blackhead & Co. ... 50

W. R. Loxley & Co. ... 30

St. Maurice & Co. ... 30

Bradley & Co. ... 100

Arnold Karberg & Co. ... 100

W. Helms ... 100

Barretto & Co. ... 50

Che J. Ganpp & Co. ... 50

Rombach & Co. ... 100

J. Ullmann & Co. ... 30

Arculli Brothers ... 50

Melchers & Co. ... 200

Geo. P. Lammer ... 30

John L. Hatchison & Co. ... 50

MacEwan, Frickel & Co. ... 50

W. G. Humphreys & Co. ... 25

Kress & Co. ... 25

Liu Shan Ming Compradors ... 10

Compradors Carlowitz & Co. ... 25

Chinese Staff, H. & S. ... 68.35

Bank ... 48.70

Foreign Goods Dealers ... 3,461.00

Guild ... \$873.65

To Biscuits ... \$2,125.31

" Bread ... 229.29

" Rice ... 2,916.05

" Exchange Premium ... 48.35

" Printing & Advertising ... 23.42

" Boat Hire for Rice ... 11.58

Balance \$218.85 handed to the Committee of the Flood Relief Fund at Canton.

Hongkong 7th July, 1908. 1646

DAVID CORSAIR & SONS

MERCHANT NAVY

NAVY BOILED

LONG FLAX

REBAGGED SHOWN

TARPAILING

ARNHOLD, KARBERG & CO.

Sole Agents.

981

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandelers. 35 & 37, KING LOONG STREET (2nd Street, west of Central Market) Telephone No. 515. 680

FOR SALE

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price. **PERRY SMITH & SETH,** Accountants & Auditors, &c., No. 5, Queen's Road Central. Hongkong, 16th May, 1908. 853

STORAGE.

For Coal, Timber, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT. Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 33 on PRAYA EAST. Approximate AREA 48,000 SQUARE FT. 399 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd.

Hongkong, 8th June, 1908. 184

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$95

2,000 do. ... 35

1,500 do. ... 25

1,000 do. ... 10

ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMP, POSTCARD AND BIRTHDAY ALBUMS, And all other Philatelic Goods.

GRACA & CO.,

Hongkong Hotel Corridor.

Hongkong, 9th May, 1908. 1021

JUST ARRIVED

LATEST STYLE

WHITE INDIAN GAUZE STRIPED AND CHECK. At 25, 30 and 35 Cents per Yard.

INDIAN MUSLIN, WHITE, BLUE, PINK & GREEN, At 35 Cents per Yard.

WHITE DOTTED MUSLINS, At 35, 55 and 60 Cents per Yard.

HOOSAIN-ALI & Co.,

25, Queen's Road Central, Under Hongkong Hotel.

651

INSURANCES

NORTH BRITISH AND MEROAN TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 \$17,837,119.

I. AUTHORIZED CAPITAL, \$3,000,000

SUBSCRIBED CAPITAL, 1,750,000

PAID-UP CAPITAL, 887,500 0

II. FUND FUNDS, 1,856,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SEWANN, TOMES & CO.,

Agents.

Hongkong, 27th April, 1907. 1019

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,

Agents.

Hongkong, 21st April, 1897. 114

TO LET.

NO. 5, "ORMSBY TERRACE" Kowloon. No. 4, SEYMOUR ROAD, 2 Flats. Apply to—

SPANISH PROCURATION.

Hongkong, 6th July, 1908. 1640

TO LET.

TWO or THREE ROOMS, Newly Furnished, offered at very moderate rent for summer months on CONDUIT ROAD Level. Address—

Care of "Daily Press" Office.

Hongkong, 9th July, 1908. 1650

TO LET.

NO. 2, MACDONNELL ROAD. Apply to—

COMPADRORE'S DEPARTMENT.

Nippon Yusen Kaisha.

Hongkong, 3rd June, 1905. 188

TO LET.—FROM 1ST AUGUST.

NO. 6, "OBSERVATORY VILLAS," Kowloon. Five-Roomed House, Tennis Court, Electric Lights, Moderate Rental. Apply to—

ARRATOON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 8th July, 1908. 1647

TO LET.

OFFICES on Top Floor No. 2, Connaught HOUSE in Wang-Nai Chang Road.

A HOUSE in RYDON TERRACE, No. 10, DES VCEUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH," Conduit Road. OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the Hongkong Hotel.

FLATS in MOLETON TERRACE. Apply to—

THE HONGKONG LAND INVESTMENT AGENCY CO., LTD.

Hongkong, 1st July, 1908. 86

TO LET

TO LET

FROM 1st MAY.

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.

Hongkong, 18th January, 1908. 221

TO LET.

NOS. 27 and 33, SEYMOUR ROAD. Nos. 27 and 31, CAINE ROAD. Apply to—

SAM WANG CO., LTD.,

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NOTICES TO CONSIGNEES

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NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDEMAYO,"
Captain E. A. Thirkell, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 15th inst. at 3 p.m. All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

No Fire Insurance will be effected. Bills of Lading will be countersigned by SHEWAN TOMES & CO. General Agents. 1043 Hongkong, 6th July, 1908.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"SAXONIA,"
Captain Havel, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TONDAY. Any Cargo impeding her discharge will be landed at Consignees' risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 15th inst. at 3 p.m. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. 1042 Hongkong, 6th July, 1908.

S.S. "TOURANE,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Medeo" from Havre ex s.s. "Vill d'Aras" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon wharf delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TONDAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 15th inst. at Noon, will be subject to rent and landing charges.

All claims must be sent in to London or before the 15th July, or they will not be recognized. All damaged packages will be examined on MONDAY, the 15th inst. at 3 p.m.

No Fire Insurance has been effected. P. MALIN, Acting Agent. 1042 Hongkong, 6th July, 1908.

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. when delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 15th inst., or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 9.30 a.m. No Fire Insurance has been effected.

CARLOWITZ & CO., Agents. 1043 Hongkong, 6th July, 1908.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSON & Co., Ltd. Agents. 1051 Hongkong, 8th July, 1908.

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PARIS LETTER.

SUFFRAGETTES IN PARIS.

Paris, June 5.

That the troublesome Suffragettes would sooner or later invade this beautiful and peaceful City was a foregone conclusion. Now that the Suffragettes have at last made their unwelcome appearance here, they admit that they will find it a very difficult matter to enlist the support of their French sisters. Indeed, ever since the Suffragettes made London their head centre, and made complete fools of themselves, have their exploits been the object of ridicule in France. Frenchwomen have no sympathy for such "new women," and are not likely to facilitate their work. The campaign—which they have just started in Paris—is not destined to be organized with success; any attempt on their part to create a disturbance will be severely and mercilessly dealt with by the authorities who will not show as much leniency towards them as do the police in London where for months past they have given the authorities enough to do. M. Lépine, that exemplary Prefect of Police, of whom Parisians are so proud, is a man of action, more so than of words. While taking into account that the disturbers of the peace are women, he will not tolerate any nonsense from them; and since imprisonment is of no avail, he will quickly resort to more effective system of punishment namely expulsion. As for French Suffragettes—whose number is insignificant, they too, will be quickly brought to their senses.

Though the Suffragettes have invaded the French capital in force, and promise to become more or less a new factor in French political life, they will not be allowed to carry on to the same extent as they are doing in England. Parisians so far have decided to try ridicule as a first means of checking the progress of the new invaders. The suffragettes—many of whom have come over purposely from London—are determined to go on with their work as seriously as possible, in spite of the opposition. After doing all they can to make "converts" in Paris, they propose touring the Provinces. Very hostile receptions are certain to be encountered during their campaign period. The Paris suffragettes who have constituted themselves into a body under the attractive name of the "League of the Solidarity of Women" are sanguine of at least creating an impression, if not entirely successful. The members of the League who are naturally great admirers of their sisters' work in England are resolved "to do or die." The President of the League—a most enterprising lady and a capable leader, declares that as soon as women get into the Parliament of the nations, war would be forthwith abolished, while the pride and pretensions of men would be lowered. Time will prove whether life will lose some of its piquancy when women are the equal of men. In the opinion of the President of the League who is a lady-doctor who is anything but an admirer of men, judging from her speech at a meeting a few evenings ago, it is time women displayed greater pluck, and should themselves be less afraid of the stronger sex, whose superior, if not their equals they should be by this time the world over. Woman's Suffrage must be insisted upon at all cost henceforth, until secured. It is time men lost some of the illusions they nurse about themselves, and that women be greater gainers in dignity. "Would it be such a great loss if women ceased to decorate their hats with the remains of birds, flowers, fruit, etc., and vegetables?" asked the speaker who wore her hair short, and whose dress—although she has no as yet discarded the skirt—is of a decidedly masculine cut. The President concluded her rousing speech by asking the audience "Why was it supposed to be women's destiny to be child-bearers?" A question which caused great laughter. "Women were no more specially fitted for this than men." Howl, and shrieks rent the hall at this novel declaration, whereupon the speaker, thinking perhaps she might have expressed herself differently, hastened to add (when she could obtain a hearing), "At least, that was not the primary object of women's creation."

THE SHOOTING AT MAJOR DREYFUS.
Very regrettable was the attempt to shoot Major Dreyfus as he was coming out yesterday of the Pantheon, where he had been present at the ceremony of transferring Emile Zola's remains to the Pantheon. Had it not been for the Major's brother who struck aside the would-be assassin's arm as the latter fired the second shot there is no doubt, a fatal tragedy would have resulted. The incident created considerable commotion, the more so, as for a few minutes, those present thought President Fallières who was standing close by the Major at the time had been shot at. A great cheer and the waving of hats and handkerchiefs were the first intimations to the vast congregation that President Fallières was uninjured. The dastardly outrage occurred just after the imposing and solemn ceremony had terminated with the singing of the *Chant du Départ* by the choir of the Conservatoire. The President, M. Clemenceau, and the other Ministers were flung out, after shaking hands with Madame Zola, when two shots were fired which led to a scene of indescribable confusion. Major Dreyfus' assailant, M. Gregori, military editor of the "Gaulois" who was immediately arrested, and narrowly escaped being lynched by the infuriated mob is 60 years of age, and is a short, thick-set, middle-aged man. The Major whose wound in the arm is happily not dangerous was at once removed to the Mairie of the Fifth District, where Dr. Pozzi soon attended him. Though the bullet had penetrated the forearm somewhat deeply, it had not reached the bone. The other bullet, thanks to the Major's brother's prompt action struck one of the columns of the Pantheon. The whole affair is a question of revenge and hatred, for though recognized absolutely innocent by Law

some of the Major's bitterest enemies will never forgive him. When it was decided to place the late Emile Zola's body in the Pantheon there was an outcry raised by the Marquis de Montebello, who argued that the national sepulchre would be desecrated, and the illustrious dead resting within its walls dishonoured by the presence of Zola. The Marquis claimed a right to be heard as descendant of Marshal Lannes, of Easing fame and demanded that the bones of Lannes should be removed from the Pantheon if the remains of Zola were to rest there. The Nationalist Press followed up the latter with disgraceful attacks on Zola, some of whom ascribed, in support of the Marquis's demand, and the attempt to assassinate Dreyfus—which is not the first attempt by a good many—is the corollary of the outcry. It will be remembered that the unfortunate Dreyfus—whose existence of late is not much better than a living death—owes his freedom to the late eminent novelist. The sensation is likely to lead to considerable political strife once more, though there is nothing to be gained by making the Major's life more miserable than what it actually is, or again repeating the whole story over a very painful affair, which as everyone knows has been satisfactorily settled. President Fallières had not the less a narrow escape, as so to speak, he was unconsciously standing in the line of fire.

STATE RAILWAYS A FAILURE.
France, like Germany has come to the logical conclusion that State Railways are a failure, and much too costly a "white elephant" to keep up any longer. This is why State Railways in France will soon become a thing of the past. It is no longer a secret that the railways in the hands of the Government cost more to manage than those worked by private companies. M. Caillaux, Minister of Finance states that the falling off in the net receipts from the lines owned by the Government is due to the increase of the expenses of working. The services of the trains had to be improved, and the rolling stock had to be kept up to the mark, and this, with the increased cost of fuel, has caused a rise in the expenses. The amount which has had to be paid as compensation for accidents, loss of property, and unpunctuality, goes to show that the staff is not doing their work as capably and as accurately as they should. Very few, if any, will be surprised to hear that the working of the railways—not many of them happily—by the State in France has turned out a complete failure, and for this good reason, are to be abandoned as soon as possible.

THE RETURN OF THE PRESIDENT.

President Fallières looking the picture of health and happiness received a tremendous ovation on his safe return to Paris from London, where he certainly spent part of the most enjoyable days in his life. The outside of the Gare du Nord was thronged with a sympathetic cosmopolitan crowd, who as the President stepped into his carriage raised most hearty cheers in his honour. From the Gare du Nord to the Palais de l'Élysée the streets were crowded with spectators who cordially welcomed the President to "Home Sweet Home." M. Fallières who had had a rough crossing was glad to get to his bed early. Ever since his return he has been praising London which capital he graciously describes as "le bon dit de Londres"—a compliment for which Englishmen should be specially grateful; as it is not often that the Capital of the British Empire on which the sun never sets—is so referred to. London, however, looked in its best form while the French Chief of State was enjoying its proverbial hospitality. Thousands of Parisians have made up their mind to spend their summer holidays in England this year, and pay a brief visit to London before returning home.

Parisians who attended the funeral of Francis Coppé the other day, were greatly surprised at seeing among the mourners several blind people being led by friends. The natural modesty of the French poet was such that very few people were aware how Coppé had consecrated a great part of his life to assisting those afflicted with the loss of sight, and took an active interest as president in one of the most important homes for the blind. This sympathy towards the sightless dated from quite an early period in his career, when as a young and unknown poet he recited some of his first efforts at the Institution for Blind Children on the Boulevard des Invalides. Almost his last walk was to inspect, the new home for the blind, established in the Rue Duve, which he inspected with great interest from top to bottom.

So charmed is the Paris Press with reception accorded to President Fallières in London, that it is a source of great pleasure to it to continue to discuss the question of a possible further development of the *Entente Cordiale*. As President Fallières was in reality a messenger of peace to London so will King Edward be a messenger of peace to Russia. The "Globe" firmly believes that an alliance will succeed the *Entente* with England. The eagerness of the French Press will not alter the plans of King Edward—who has gone to Russia on business—or President Fallières. There is plenty of time to form an "alliance" such as so many people wish to see in France. A great deal has yet to be done before such a step is taken, when King Edward returns from Russia, the French will hear further good news as to his Majesty's plans for maintaining the peace. Diplomats must first pave the way, and this is precisely what King Edward is doing by going to Russia, to meet his nephew the Tsar.

How to BE BEAUTIFUL—Keep your complexion clear and healthy with the following: KOWLOON BATH STALL, Ferry Wharf Messrs. H. RUTFORD & SONS, Kowloon Store, No. 36, Elgin Road. Messrs. HUNG CHONG, Elgin Road. Mr. A. H. YAN, Hongkong Ferry Wharf Stall.

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HOW TO GET AND KEEP IT.

Do you feel that you have all the energy, the vital force, the sparkling flush of good health that should naturally be yours? Or are you often obliged to admit that you do not really feel as bright and energetic as you would like to feel? And do you know that good digestion is the very foundation of good health, while indigestion is the source of a hundred bodily aches and weaknesses? You cannot feel well or be well unless your body is properly nourished, and your body cannot be nourished unless your food is digested. When food produces pain at your chest and between your shoulders—when you are troubled by constipation, headache, nausea, dizziness, wind, palpitation of the heart—when ordinary daily tasks seem beyond your power to accomplish—then you may feel certain that indigestion is at work. Let all such sufferers take Mother Seigel's Syrup, and they will not be disappointed. Mother Seigel's Syrup gently stimulates the stomach, liver, and bowels to natural healthy action, and so makes indigestion impossible. Mother Seigel's Syrup is a purely herbal remedy, mild yet certain in its action. It purifies the blood, ensures good digestion, and thus tones, nourishes and invigorates the entire system. During the past forty years, thousands of people in all parts of the world have testified from actual experience to its curative power. Mr. A. Bertram Treacher, an active business man, living at 8, Duncroft Avenue, Wimbledon Park, London, S.W., writes thus on January 2nd, 1903:—"My sufferings from indigestion have been happily ended by Mother Seigel's Syrup. Three years ago I began to be troubled with pain in my chest after eating. At first it was not very severe, but as time went on it gradually became intense. I became alarmingly ill and had to be taken to a hospital. I received some benefit from my treatment there, but it disappeared almost as soon as I had left, and a little while afterwards my condition was worse than ever. About that time my attention was called to Mother Seigel's Syrup, and I decided to try that remedy. The first few doses produced little or no effect but in two or three days there was some abatement of my trouble. Mine was an obstinate case, and I took in all nearly two dozen bottles, but the result is more than worth it, for ever since I have been entirely free from indigestion."

Mother Seigel's Syrup is now also prepared in Tablet form, and sold under the name of Mother Seigel's Syrup Tablets. Price 2/9 per bottle—one size only. 67—

GREAT BRITISH STEEL TRADE.

RECKONINGS BY MILLIONS.

The Iron and Steel Trades Journal says it is in a position to state definitely that the proposed combination in the British steel trade has been accomplished, and that the leading firms of this country, of Germany, Russia, and the United States, are allied in the combination. Communications which have reached the offices of the newspaper all go to prove that this is "the most gigantic movement of its kind that has ever been set on foot in this country." Inquiries show that in all probability producers of Welsh steel plates, angles, &c., will eventually be found in the combination, but the steel plate industry, which belongs peculiarly to Wales, will according to competent authorities, not be included in the proposed combination. The new movement, the journal adds, will mean an extensive addition to the works which are concerned with it, and will involve a capital outlay of several millions sterling. "As one firm tells us," says the article from which quotation is here made, "the combination will secure practically the steel trade of the United Kingdom, and at the same time be in a position to compete with the greatest foreign producing steel works. The capital outlay, we understand, will amount to 75 millions sterling, and from what we can gather from the correspondence before us, it is not at all unlikely that the capital will be increased to the extent of 125 millions sterling. In connection with this combination we are authorized to inform that the big steel works in South Wales are not concerned in the proposed steel combine. The whole idea of this combine is to bring about a workable basis of agreement between the companies who have amalgamated, and it is not at all unlikely that the products of the newly-formed combine will be placed upon the market at rates much lower than those now fluctuating at the instance of individual manufacturers. The real object of the combine will be to concentrate the control of the international export trade. This proposal is strongly urged and supported by the Continental and United States syndicates who are working in harmony with all interested producers in the United Kingdom." The Press Association says: Inquiries made in the best informed quarters in Sheffield tend to discredit the reports as to a general steel combine. One firm which has been mentioned denies that it is in any way concerned with the scheme.

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HUNGARY'S FINEST WATER

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Saigon

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Saigon

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For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 6th July, 1903.

CHINA NAVIGATION CO., LIMITED.

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HONGKONG and HAIPHONG	"HUIH"	On 10th July, 8 A.M.	
AMOI, CHEFOO and NEWCHANG	"KWEIYANG"	On 10th July, 4 P.M.	
SHANGHAI	"SHAOHSING"	On 11th July, 4 P.M.	
MANILA	"FORESTDALE"	On 14th July, Noon.	
CHEFOO and TIENTSIN	"TEAN"	On 14th July, 4 P.M.	
CEBU and ILOILO	"HULOHOW"	On 14th July, 4 P.M.	
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Hongkong, 9th July, 1903.

AGENTS.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA	"YUENSANG"	Friday, 10th July, 4 P.M.	
SHANGHAI	"KWONGSANG"	Saturday, 11th July, Noon.	
TIENTSIN	"CHEONGSHING"	Saturday, 11th July, Noon.	
SHANGHAI	"HANGSANG"	Wednesday, 15th July, Noon.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUSANG"	Wednesday, 15th July, Noon.	
MANILA	"LOONGSANG"	Friday, 17th July, 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 18th July, Noon.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUSANG," "NAMSANG" and "POONGSANG" leave about every 2 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Hongkong, 9th July, 1903.

GENERAL MANAGERS.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAIT and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North-Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SYLVIA About 20th July	FOR HAVRE & HAMBURG: S.S. ISTRIA 26th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. VANDALIA About 20th July	FOR MARSEILLES, ANTWERP & HAMBURG: S.S. C. FERD. LABISZ About 30th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA About 23rd July	FOR HAVRE & HAMBURG: S.S. SAXONIA 9th Aug.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA About 23rd July	FOR HAVRE & HAMBURG: S.S. SYLVIA 23rd Aug.
	FOR HAVRE & HAMBURG: S.S. SLAVONIA 6th Sept.

COAST SERVICE.

S.S. KOWLOON FOR TIENTSIN, NAGASAKI & VLADIVOSTOCK On 11th July.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 10th July, 1903.

Hongkong Office.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL	REMARKS
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"GOEBEN"	Wed. day, 15th July, at Noon.	
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"SCHARNHORST"	About Wed. day, 15th July.	
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY	"PRINZ WILHELM"	Thursday, 16th July, at 4 P.M.	
MELBOURNE	"CAPT. W. V. SARDEN"	Friday, 17th July, at 4 P.M.	
KUDAT & SANDAKAN	"BORNEO"	End of July.	

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELOCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 8th July, 1903.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms, Electric Light, Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 11th July, Noon.
RUBI	2540	R. W. Almond	Manila	On 18th July, Noon.

For Freight or Passage apply to

SHUWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 6th July, 1903.

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EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
FOOCHOW & VLADIVOSTOCK	"CURONIA"	On 15th July

For Further Particulars, apply to

MELOCHERS & CO.,

Hongkong, 26th June, 1903.

AGENTS.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPERESS LINE" Sailing 8 to 10 days' Ocean Travel.

PROPOSED SAILINGS.	TONS	LEAVES HONGKONG	ARRIVES VANCOUVER
"EMPERESS"	6,183	SATURDAY, 11th July	4th Aug.
"EMPERESS OF CHINA"	6,000	SATURDAY, 25th July	15th Aug.
"EMPERESS OF JAPAN"	6,000	SATURDAY, 8th Aug.	5th Sept.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 6th Sept.	30th Oct.
"EMPERESS OF AUSTRALIA"	6,000	THURSDAY, 24th Sept.	12th Nov.
"EMPERESS OF AFRICA"	6,000	THURSDAY, 22nd Oct.	30th Nov.

S.S. "EMPERESS" and "EMPERESS OF JAPAN" are Freighters only and do not carry Passengers. S.S. "EMPERESS" and "EMPERESS OF JAPAN" at 12 Noon.

THE "EMPERESS" Steamers will depart from HONGKONG at 4 P.M. S.S. "EMPERESS" and "EMPERESS OF JAPAN" are Freighters only and do not carry Passengers. S.S. "EMPERESS" and "EMPERESS OF JAPAN" at 12 Noon.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

S.S. "EMPERESS" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,

Corner Fodder Street and Fray, opposite Blake Pier.

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Changhai, (Peking Tientsin), Kobe, Yokohama, YOKOHAMA to HONGKONG in 30 DAYS.

GENOA to HONGKONG in 30 DAYS.

NAPLES to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland Passengers to Overland and Europe via Vancouver

YOKOHAMA to VANCOUVER 13 DAYS

YOKOHAMA to LONDON and PARIS 25 DAYS

PROPOSED SAILINGS:	DATE
AMIRAL EXELMANS	25th July
QUESSANT	27th Aug.
MAITRE	12th Oct.
CEYLAN	26th Nov.
CONSE	11th Jan. 04

No Passengers. Intermediate Class and Rates of Passage.

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,

FRENCH MAIL OFFICE.

Hongkong, 4th June, 1903.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, & CO.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

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Japan Office:—14, WATER STREET, YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHIT	SHANGHAI	First half of July	JAVA	First half of July
TJIPANAS	JAVA	First half of July	SHANGHAI	Second half of July
TJIBODAS	JAPAN	Second half of July	JAVA	Second half of July
TJIKINI	JAVA	Second half of July	JAPAN	Second half of July
TJILIWONG	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJILATJAP	JAVA	First half of Aug.	SHANGHAI	First half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yerk Buildings, 1st Floor.

Telephone No. 375.

Hongkong, 7th July, 1903.

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SHIPPING IN PORT.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
AMARA, British str., 1,544, C. J. Matlock, 30th June	Hongay	27th June	Coal—Stemmen & Co.	
Jardine, Matheson & Co.				
ANOSHI, German str., 1,001, C. Klumpel, 7th July	Batavia	28th June	Rice and Wood	
Butterfield & Swire				
ACORNHURST, British str., 1,307, McIntosh, 28th June	Kuchinots	30th June	Coal—Doddwell & Co.	
Bousson, French str., 99, Le Bail, 5th July	Saloon	1st July	Divers—Chinese	
CAPIRI, Italian str., 2,890, D. Pedani, 5th July	Singapore	29th June	Cotton—Carlowitz & Co.	
CARL, DIESBACH, German str., 744, T. Kaver, 7th July	Haiphong and Hoikow	6th July	General and Pigs—Jensen & Co.	
CHONGHONG, Brit. str., 1,258, V. McClymont	Lidell, 8th July	Tientsin via Ports	1st July, General—Jardine, Matheson & Co.	
CHIEFLI, British str., 1,143, J. Warrack, 28th June	Haiphong via Hoikow	24th June	General—Butterfield & Swire	
CHINA, American str., 3,180, D. E. Friele, 2nd July	Sao Francisco	2nd June	Mails and General—Butterfield & Swire	
CHIMWANG, British str., 1,239, F. Robertson, 5th July	Wuhu	28th June	General—Butterfield & Swire	
CHRISTIAN BORG, Norwegian str., 2,788, Einar Hille, 28th June	Moji via Kuchinots	20th June	Coal—Wallen & Co.	
COURTFIELD, British str., 4,897, John Wiseman, 25th May	Moji	20th May	Coal—Mitani	
EARL OF DOUGLAS, British str., 2,761, John Jameson, 1st July	Port Kumbia	10th June	Coal—Messageries Maritimes	
DERWENT, British str., 1,245, J. Jenkins, 22nd June	Saloon	18th June	Rice—Chinese	
FAURANG, British str., 1,410, Malkin, 23rd June	Saloon	23rd June	Rice—Jardine, Matheson & Co.	
FOREST DALE, British str., 2,325, Noall, 6th July	Sonabaya	17th June	Sugar—Butterfield & Swire	
GILBERT, French str., 778, Donarrou, 7th July	Haiphong and Hoikow	9th July	Coal and Mates—Order	
GUADIANA, French str., 1,608, Voyia, 4th July	Saloon	30th June	General—Messageries Maritimes	
HAIMUN, British str., 656, A. J. Robson, 8th July	Foochow	5th July	Amoy 6th and Swatow 7th, General—Douglas, Leprais & Co.	
HANGSANG, British str., 1,356, S. Wilde, 8th July	Changhai	3rd July	Rice and Beans—Jardine, Matheson & Co.	
HELODIA, British str., 1,276, J. W. Martin, 1st July	Chingwang	25th June	Gibb, Livingston & Co.	
HONGKONG, French str., 842, A. Cornelissen, 7th July	Haiphong	5th July	and Hoikow 6th, Rice and General—A. R. Marty	
HOPKINS, British str., 1,368, Jas. M. Hay, 5th July	Japan	28th June	Coal—Jardine, Matheson & Co.	
HUPPE, British str., 1,304, G. J. Spink, 5th July	Haiphong and Hoikow	4th July	Rice—Butterfield & Swire	
JAPAR, British str., 3,806, J. G. Olkent, 8th July	Yokohama and Moji	4th July	General—David Sassoon & Co. Ltd.	
KATHARINE PARK, British str., 3,075, W. H. Copp, 8th July	Callao via Yokohama and Kobe	12th May	General—Toyo Kisen Kaisha	
KINTUCK, British str., 2,991, B. C. Lewis, 30th June	Foochow	28th June	General—Butterfield & Swire	
KOWLOON, German str., 1,447, A. Enigh, 5th July	Vladivostok	26th June	General—Hamburg-Amerika Linie	
KWEIYANG, British str., 1,044, Dawson, 2nd July	Newchwang	June 25th, and Chefoo 26th, Beans and General—Butterfield & Swire		
KWONGSANG, British str., 1,426, W. Palmer-Baker, 7th July	Shanghai	July 2nd, and Swatow 6th, General—Jardine, Matheson & Co.		
MANOWARA, American str., 3,750, J. W. Saunders, 6th July	San Francisco and Shanghai	3rd July	Mails and General—Pacific Mail Steamship Co.	
MINNESOTA, American str., 13,321, Charles Austin, 3rd July	Satte	June 2nd, and Shanghai 30th, General—Great Northern Steamship Co.		
MONTAGUE, British str., 3,353, W. Davison, 23rd June	Vancouver	23th May, and Shanghai 20th June, General—C.P.R. Co.		
MORRIS, British str., 1,737, F. W. Batten, 24th June	Fremantle	6th June	Sundalwood—Gillman & Co.	
NIKKO MARU, Japanese str., 3,434, T. L. Harrison, 7th July	Yokohama & Nagasaki	3rd July	General—Nippon Yusen Kaisha	
ONSANG, British str., 1,787, L. Cox, 14th June	Moji	7th June	Coal—Jardine, Matheson & Co.	
PETCHABURI, German str., 2,100, C. Wolf, 8th July	Bangkok	1st July	Rice, Meal and Wood—Butterfield & Swire	
PHILIPPINE, British str., 1,065, J. H. Scott, 4th July	Saloon	30th June	General—Chinese	
PRINCE OF WALES, German str., 1,003, F. v. Mannefeldt, 2nd July	Bangkok	June 22nd, via Kohatung 25th, Rice, Freshwood and Salt—Butterfield & Swire		
PRINCE OF WALES, German str., 1,200, T. Hovenga, 8th July	Bangkok	30th June	Rice—Butterfield & Swire	
POCAHONTAS, British str., 1,740, F. G. Cox, 14th June	Salina Cruz	12th May	Order—General—Jardine, Matheson & Co.	
PROGRESS, German str., 1,641, Struve, 8th July	Samos	30th June	General—Siemenssen & Co.	
PROTEUS, Norwegian str., 1,024, C. Miller, 5th July	Bangkok	24th June	Rice—Aagaard, Thorsen & Co.	

SAILING VESSELS.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
JUTERPOLIS, British ship, 2,451, Stewart, 6th June	San Francisco	5th April	Cass Oil—Standard Oil Co.	
KING, American, British ship, 2,032, Tucker, 2nd July	New York	12th March	Cass Oil—Standard Oil Co.	

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA-STEAM NAVIGATION CO.'s fortnightly service between CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED

General Agents for China and Japan

Hongkong, 4th August, 1898.

FOR EUROPE & AMERICA,

INDIA, AUSTRALIA, & CO.

and for

PRIVATE RESIDENTS at the OUTPORTS.

A Comprehensive and Complete Record

of the

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is given in the

HONGKONG WEEKLY

PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT.

